Overview

Mobile Source Emissions Inventory Workshop

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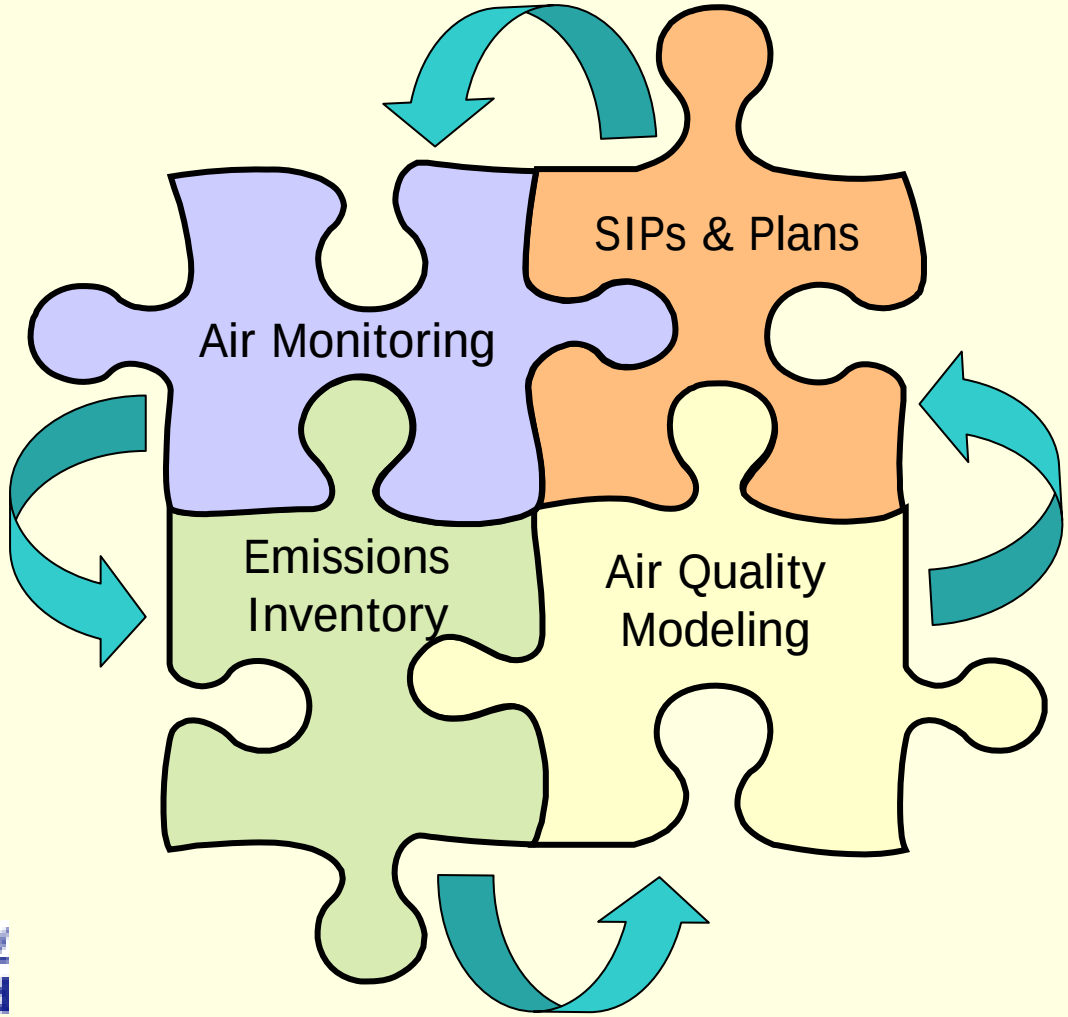
November 15 and 16, 2006

Presentation Outline

- Inventory Improvement Process
- SIPs and Mobile Source Inventory Timeline
- Major Mobile Source Inventory Improvements
- Changing Importance of Mobile Sources

Emission Inventory Improvement Process

- Iterative
- SIP Driven
- Research
- Public Process
- Stakeholders



Mobile Source Model Updates

- EMFAC
  - Generally updated every 3-4 years
  - Frequency driven by SIPs and conformity
  - External adjustments for regulatory process
- OFFROAD
  - Generally updated by category as needed
  - Regulatory support is primary driver
  - SIPs also a consideration

SIPs and Mobile Source Inventory Timeline

- Preliminary Mobile Source Emissions Workshops (3/05, 9/06)
- Release EMFAC2007 and OFFROAD2007 (11/06)
- Final Mobile Source Emissions Workshops (11/06, 12/06)
- EMFAC2007 to USEPA (12/06 or 1/07)
- SIPs to USEPA (6/07)

Mobile Source Inventory Improvements

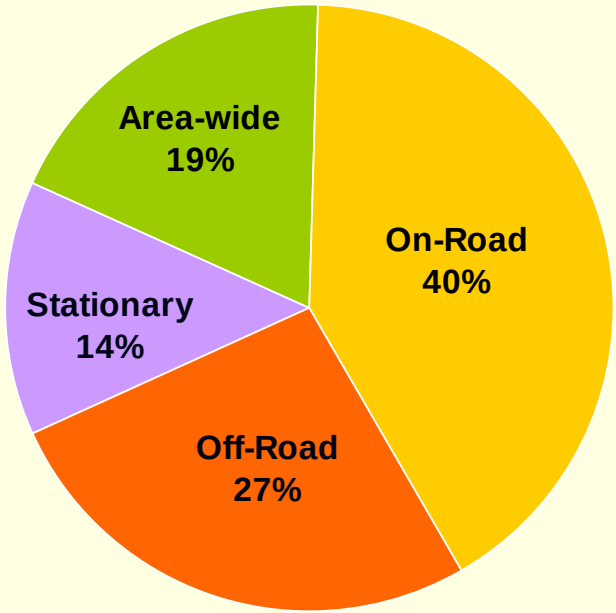
- More current data
  - e.g. DMV population for on-road and off-road vehicles
- More robust methodologies
  - e.g. Heavy duty truck travel; ocean-going vessels
- New research results
  - e.g. Heavy duty truck emissions
- New emissions sources
  - e.g. Ethanol permeation
- Recent regulatory developments
  - e.g. Construction equipment

Changing Importance of Mobile Source Emissions

- Mobile sources contribute 60%-90% emissions now and in the future
- Controls will significantly reduce emissions in the future
- Off-road sources becoming relatively more important

Changes in ROG Source Contributions
South Coast Air Basin 2005 and 2020

2005



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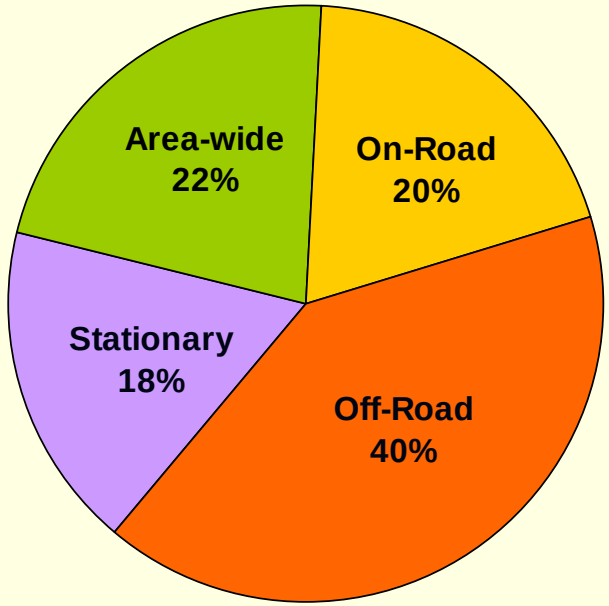
2020



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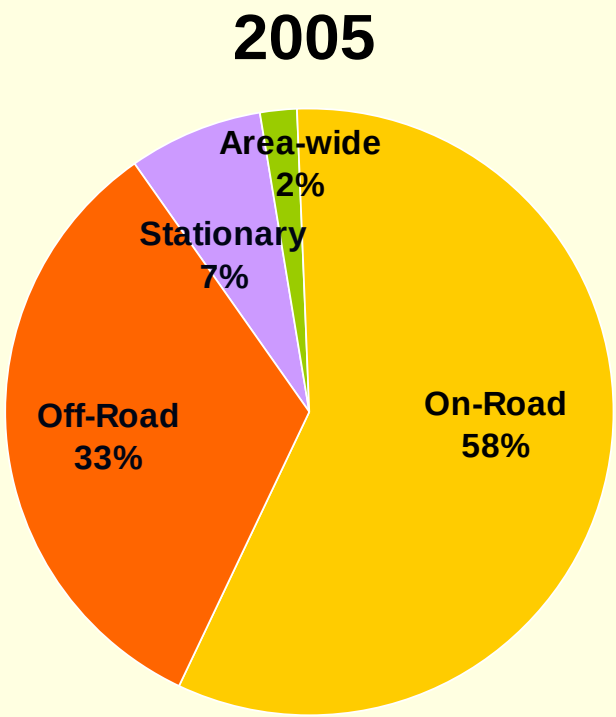
California Environmental Protection Agency
Air Resources Board

Changes in NOx Source Contributions

South Coast Air Basin 2005 and 2020



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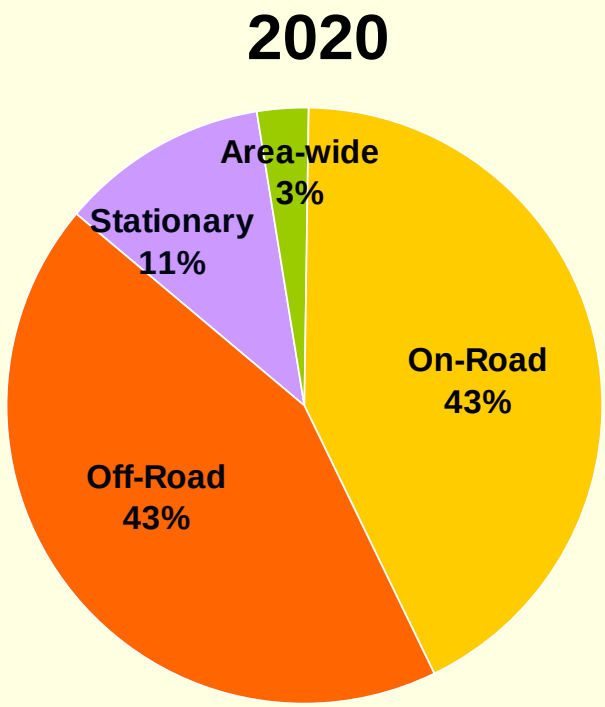

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